



Minnesota 2010 Transportation Results Scorecard



Green: At or above target



Yellow: Moderately below target



Red: Seriously below target



MnDOT Primarily Responsible



Target



Results Trend

traveler safety

Minnesota Traffic Fatalities—All state and local roads



411

400 by 2010



2010 fatalities are 411, slightly lower than the 421 fatalities in 2009, but still higher than the 2010 target of 400. Fatalities are down by 246 since 2002.

Comparison—3rd best state in 2009, with fatality rate 35% below U.S. average.

infrastructure preservation

Bridge Condition—% Good and Satisfactory—State principal arterials



86.9%

84%



In 2010 bridges on principal state roads in Good or Satisfactory condition dropped 0.5% to 86.9%. The percent rated Poor improved to 3.2%. Levels will improve and meet targets with the greatly increased state investment underway. **Comparison**—Minnesota has the 4th lowest percentage of bridges rated structurally deficient or functionally obsolete—less than half the national average—according to 2010 rankings by Better Roads magazine.

Bridge Condition—% Poor—State principal arterials



3.2%

2%



Pavement—Ride Quality Poor—State principal arterials, % of miles



3.7%

2%



State pavement condition improved significantly in 2010. Principal Arterials met the % Good target for the first time since 2002. Poor miles were temporarily reduced by almost 2% of the system in 2010. Much of the improvement was due to increased spending from ARRA and increased patching. Still, pavement condition is predicted to resume deterioration under the regular investment program set in the 2011-2014 STIP. The Better Roads program is proposed to stem the increase in poor pavements over the next four years by improving more than 700 miles of roadway.

Pavement—Ride Quality Poor—State non-principal arterials, % of miles



6.8%

3%



Without Better Roads and increased investment after 2015, the share of Poor miles will grow to nearly 5% of Principal Arterials and a record 10% of Non-Principals by 2014 and more than 13% of all state roadway miles by 2020.

Pavement—Ride Quality Good—State non-principal arterials, % of miles



59.8%

65%



Comparison—For Interstate highways in poor condition, Minnesota ranked 44th of the 50 states (USDOT data for 2008, corrected for Minnesota).

maintenance

Snow and Ice—Frequency of Achieving Bare Lane Within Target Hours—all storms and routes



79% (preliminary)

70%



During 2010-11 winter season, MnDOT achieved target clearance times 79% (preliminary) of the time, exceeding its 70% target. MnDOT has met its system-wide target in all but one of the last five years.

Bridge Safety Inspections—% Completed On Time—All state bridges



99.4%

100%



In 2010, 100% of bridges with safety inspections due received inspection, and 99.4% were inspected within the required time period (calendar due date + 30 days). Recent performance gains are due to increased funding, staffing and equipment, and improved processes.

Customer Satisfaction with State Highway Maintenance—on a scale from 1 to 10












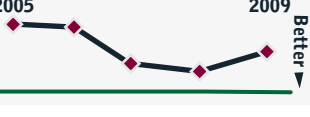



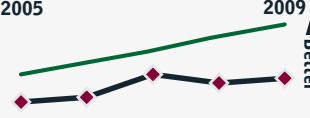



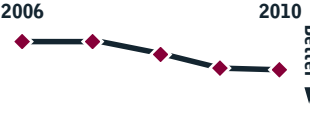


6.1

7.0



Overall customer satisfaction with road maintenance rose slightly in 2010 but remains below target in the “neutral” zone at 6.1 on a 1-10 scale. This result is linked to pavement ride quality. Note: there was no survey in 2007.

Measure	Score	Result	Target	Trend	Analysis
national and global connections					
Airline Annual Available Seat Miles from MSP —on scheduled commercial flights	N/A	19.5 million miles 2009	tracking indicator		Annual available seat miles (ASMs) for Minneapolis-St. Paul Airport (MSP) fell 15% from 2000 to 2009, with a larger decline on domestic routes. Greater Minnesota capacity (eight airports) in 2009 was slightly above the level at the beginning of the decade.
Port Shipments to and from MN Great Lakes & river ports—annual tonnage	N/A	72 million tons	tracking indicator		Waterway tonnage increased significantly in 2010 due mainly to higher taconite shipments. Taconite shipments in 2010 were up 97% over 2009 levels. Comparison —Duluth is the 25th largest US port by tonnage (2009).
Shipments on Minnesota Railroads —annual tonnage from, to and through Minnesota	N/A	232 million tons 2008	tracking indicator		Freight rail shipments decreased in 2008, the most recent year with data. Other indicators show a drop in tonnage in 2009 due to the recession and growth in 2010. Comparison —Minnesota ranked 13th of the 50 states by tons of freight carried by rail (2008 data).
statewide connections					
Interregional Corridors—Greater MN —% of Miles +/- 2 mph of Target Speed (55 or 60 mph) or faster		98% 2009	95%		 98% of major interregional routes beyond the Metro fringe can be driven at average trip speeds near 55 or 60 mph. Predicted to sustain 98% through 2020, then decline.
Airport Access —Percent of Minnesota population within 20 miles of an airport with paved and lighted runway		96% 2009	90%		118 local paved and lighted airports provide ready access to 96% of Minnesotans for business, shipping, recreation, medical services, law enforcement and fire fighting.
twin cities mobility					
Twin Cities Urban Freeway System Congestion —% of miles below 45 mph in AM or PM peak	N/A	21.5%	tracking indicator		 Metro congestion grew in 2010 to 21.5%, up from 18.2% in 2009. It is expected that in coming years congestion will increase as economic activity increases. Comparison —7th most congested of 31 peer metro areas in 2009, 19th most congested overall (Texas Transportation Institute).
Clearance Time for Metro Urban Freeway incidents —3 yr. average		37.7 minutes 2009	35.0 minutes		 2009 average clearance times increase slightly due in part to the incident detection system expanding beyond FIRST coverage.
Annual Rail and Express Bus Transit Ridership —Express buses (all providers), light rail, commuter rail	N/A	24 million	tracking indicator		Metro area rail and express transit ridership grew by 18% from 2006 to 2010, surpassing overall transit growth of 7%. Ridership growth was distributed equally between rail and express bus transit.
greater minnesota metropolitan and regional mobility					
Greater Minnesota Bus Service Hours —Public transportation		1.03 million hours 2009	1.60 million hours 2015		Apart from a small drop in 2008, Greater Minnesota bus service hours were between 1.03 and 1.04 million hours per year from 2007 to 2010. This trend of little or no growth is expected to continue over the long-term, due primarily to flat revenue projections and the effect of inflation. With transit need projected to increase, MnDOT expects a widening gap between need and the level of service.
community development and transportation					
ADA—Accessible Pedestrian Signals —% of state highway intersections with APS	N/A	16%	100% by 2030		 Compliant signals increased in 2010 from 10% to 16%. Dedicated funds of \$2.5M/yr and new road design guidelines will gradually increase the percentage of state road intersections with accessible signals, and improve curb ramps and sidewalks.
Bike, Walk and Transit Share of commuter trips —large Minnesota metro areas	TBD	7.5% commuter trip share 2009	tracking indicator		In major metropolitan areas, bicycle commuting, walking and public transit combined grew from 7% to 7.5% from 2006 to 2009. Bicycling showed the most growth at 25%. Comparison —In 2009, Minneapolis was ranked #2 out of 70 cities for its share of bicycle commuters.
energy and the environment					
Transportation Fuel Consumption —Billions of gallons sold in Minnesota	N/A	3.08 billion	tracking indicator		After three years of decline, fuel consumption was flat in 2010. Overall, fuel consumption in 2010 was down 7% from a 2004 high of 3.32 billion gallons. Comparison —In 2009, Minnesota ranked 25th of 50 states in per capita gasoline use.